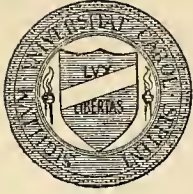


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People's Own line
Carolina and North Western
Railway



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PEOPLE'S OWN LINE.



THE

Carolina and North-Western Railway Co.



Pamphlet of Financial and Physical Condition of the
Property, and Descriptive of its Territory.



L. T. NICHOLS, *Superintendent,*

CHESTER, S. C.

G. W. F. HARPER, *President,*

LENOIR, N. C.

1897.

Carolina and North Western Railway Company.

President's Office.

LENOIR, N. C., *February 23rd, 1897.*

The recent foreclosure and sale of the Chester & Lenoir Narrow Gauge Railroad was the result of a friendly suit instituted to effect a re-organization which has recently been perfected. The interest of the former stockholders, and of the non-participating bondholders as well, have been carefully protected, and no one has been "frozen out" in the deal.

The new Company, the Carolina & North Western, which is largely controlled by the former stockholders of the Chester & Lenoir, represents one of the few railroads in this country that has not passed out of the hands of the original stockholders.

The statement attached exhibits the financial condition of the Company.

It may be proper to state that under the management of the Receiver, during the past year, there has been added to its equipment—

Locomotives.....	3
Passenger Cars.....	8
Box Cars.....	14
Stock Cars	4
Platform Cars.	16

and in addition to this, about seventy-five per cent. of its entire equipment has been rebuilt or thoroughly overhauled.

The bridges have been thoroughly overhauled, are amply strong, and in first class condition.

All the trestles have been put in first class condition, raising the former standard by rebuilding with larger timbers on the latest improved plans.

Steel rails have replaced a part of the chair rail, and the track has been kept soundly timbered, and is in good condition.

The road-bed has been well drained, fills strengthened and cuts widened.

Many of the small trestles have been filled and a large quantity of tiling has replaced wooden boxes.

The general physical condition of the road is better than at any time in its history.

The following statement shows the volumn of business for the years 1895 and 1896, and for the portion of 1894 in which the road was operated by the present management, together with the operating expenses which includes the heavy repairs above referred to:

	GROSS RECEIPTS.	OPERATING EXPENSES.
10, 1/3 months ending January 31, 1895.....	\$ 71,997.29	\$ 56,890.04.
12, " " January 31, 1896.....	96,794.51	72,418.36.
12, " " January 31, 1897.....	98,565.44	70,552.05.
12, " " 1898.....	111,782.87	73,444.35

The amount expended during the time above specified for equipment, including power brakes, and construction of new side tracks, depots, platforms, etc., \$23,198.43.

The territory tributary to the line shows a steady improvement in establishment of manufacturing plants and industries of all kinds. (See list descriptive.)

The healthfulness and great variety of climate and its magnificent mountain scenery particularly fit it for the home of the health and pleasure seeker, and yearly attracts visitors in largely increasing numbers.

The revenues of the Company cannot fail to respond in increased receipts to the marked development of its line, and a limited amount of its First Mortgage Bonds are offered to capitalists as a safe and desirable investment.

G. W. F. HARPER,
PRESIDENT.

P8679

65
\$1018

Financial Statement.

Capital Stock \$ 350,000

LIABILITIES.

900 5 per cent., 30 years, First Mortgage Coupon Bonds, \$500 each, \$ 450,000
 Coupons payable May 1st and November 1st.

These Bonds are applied as follows:

- 1st. In substitution or payment for the issue of C. & L.
 Bonds in the suit for foreclosure and prior liens
 and expenses..... \$265,000

- 2nd. Set apart and reserved in the Treasury of the Com-
 pany for the payment of the 100,000 7 per cent.
 Bonds issued by the C. & L. R. R. under a
 mortgage on that portion of the line between
 Newton and Lenoir..... .. \$110,000

- 3rd. For the construction of link, 10 miles, between
 Hickory and Newton, and for depots, shops and
 other betterments..... .. \$ 75,000

\$450,000

Total Values... .. \$800,000

Track and Equipment.

Main Line, Chester, S. C., to Lenoir, N. C.,..... ..	110 miles	
of which 10 miles between the towns of Newton and Hickory, are now operated over the track of the Southern Railway Co., using a third rail, the prop- erty of the C. & N. W.		
Yard Track and Siding	4.30 miles	
Total Track Miles	114.3-10	

This track built
 by the C & N W Ry Co
 in 1898 and now
 operated independently
 of the Southern

Equipment.

Passenger Locomotives, American Type..... ..	2	
Freight Locomotives, Mogul Type..... ..	5	
Total Locomotives..... ..	7	
First Class Passenger Cars..... ..	4	
Second Class Passenger Cars..... ..	2	
Combination Cars..... ..	5	
Mail and Express Cars..... ..	2	
Parlor Cars..... ..	1	
Total Cars in Passenger Service..... ..	14	
IN FREIGHT SERVICE:		
Box Cars	72	
Flat Cars..... ..	35	
Stock Cars..... ..	6	
Coal Cars..... ..	6	
Caboose Cars..... ..	3	
Other Freight Cars..... ..	1	
Total Cars in Freight Service..... ..	123	
Total number Cars..... ..	137	

List of Manufacturing Enterprises Descriptive of Industrial Resources of the Line.

CHESTER, S. C. (County Seat)..... Population 5200

The South Carolina Terminus.

Connections: Southern Railway, Seaboard Air Line, The Lancaster & Chester.

Manufacturing Plants: One Gingham Mill, one Spinning Mill, one Building Material Plant, one Machinery and Foundry, and several minor concerns, all using coal as fuel.

Chief products of the soil: Cotton, corn, oats and hay.

LOWRYSVILLE, S. C.Population 400
9 miles North of Chester.

McCONNELLSVILLE, S. C.Population 300
14 miles North of Chester.

GUTHRIESVILLE, S. C.Population 250
16 miles North of Chester.

No Manufacturing Plants, fine farming section, cattle raised in some numbers.

YORKVILLE, S. C. (County Seat).....Population 2500
23 miles North of Chester.

Connections: Ohio River and Charleston Railroad.

One Roller Mill.

Manufacturing Plants: One Cotton Mill, one Buggy Factory, Good System of Water Works, all using steam power.

Magnificent soil and climate for cotton, corn, oats, hay, and cattle.

FILBERT, S. C.
28 miles North of Chester.

Small way station, soil same as Yorkville.

CLOVER, S. C.Population 1500
33 miles North of Chester.

Manufacturing Plants: One Cotton Mill, using steam; unlimited quantities of granite, in seven miles of vast iron ore beds, soil and climate suitable for cotton, corn, oats, hay, tobacco, clover. Seven miles from the celebrated Kings Mountain Battle Ground.

BOWLING GREEN, S. C.

CROWDERS CREEK, N. C.

PLEASANT RIDGE, N. C.

Farming section, similar to Clover.

- GASTONIA, N. C.**Population 4000
45 miles North of Chester.
Connections, Southern Railway.
Five Cotton Mills, one Coffin Factory, two Building Material Plants,
two Machine Shops, one Roller Mill, several smaller concerns,
all using steam.
It is sufficient to say of this town that twenty years ago, there was but
one family living within the limits of its present incorporated lines.
- DALLAS, N. C.**Population 900
50 miles North of Chester.
County Seat of Gaston County.
One Cotton Mill, using steam.
Cotton, corn, tobacco, grain.
- HARDINS, N. C.** Population 100
56 miles North of Chester.
Two magnificent water powers, one now used for a Cotton Mill.
- LINCOLNTON, N. C.** Population 2000
63 miles North of Chester.
Connections, Seaboard Air line.
Five Cotton Mills, one Machine Shop and Foundry, one Mica Mill,
also much fine water power undeveloped.
Mineral Springs of several kinds, two good Hotels, Lithia Inn, open
all year round for health seekers.
Several minerals in this section awaiting development.
- MAIDEN, N. C.**Population 1800
72 miles North of Chester.
Three Cotton Mills, using steam.
Grain and Cattle.
- NEWTON, N. C.** Population 2000
80 miles North of Chester.
County Seat of Catawba County.
Connections, Southern Railway.
One Cotton Mill, two Roller Mills, one Spoke and Handle Factory.
Grain and Stock.
- CONOVER, N. C.**Population 500
One Spoke and Handle Factory.
- HICKORY, N. C.**Population 3000
90 miles North of Chester.
Southern Connection.
One Roller Mill, one Stove Manufactory, one large Wagon Factory,
three large Building Material Factories, one Lumber Finishing
Plant, capacity 75,000 feet lumber daily, and numerous other
small plants.

WINKLERS, N. C.

93 miles North of Chester.

One large Band Saw Mill, capacity 40,000 feet daily, cut from logs floated down Catawba River.

Good water power owned by cotton mill men of North Carolina who propose to delvelope the same for the manufactory of cotton,--5000 horse power.

On this river, 3 miles North, along the line of our road, is another power of the same grade which can be cheaply developed.

The scenery along this point being quite interesting.

GRANITE FALLS, N. C. Population 600

98 miles North of Chester.

Numerous Shingle and Lumber Mills, one Building Material Plant, one Cotton Mill.

SAW MILLS and HUDSON, N. C.

Way stations, accommodating several Shingle and Saw Mills.

Lands well adapted to raising fine tobacco.

LENOIR, N. C. (County Seat).....Population 2000

110 miles North of Chester.

Northern terminus of this road, where it connects with the Caldwell & Northern, a road of the same gauge, running to Collettsville, N. C.

One Band Saw Mill, 40,000 feet lumber capacity daily, Plaining Mill and Box Factories, the same Company owning twelve miles of Narrow Gauge Road running to Collettsville, N. C., where its timber is floated down Johns River and hauled in by rail, which enables this Company to reach out into the White Pine Belt of Western North Carolina.

One Box Factory, two Furniture Factories, one Bed Spring Factory, three Lumber Companies of large capital.

From this point, Blowing Rock is reached by stage, over a fine turn-pike road.

This noted summer resort furnishes the C. & N. W. R. R. a large passenger business in the summer, which has been limited largely by this twenty-two mile stage drive.

We can boast without fear of contradiction that nowhere upon the American Continent within the scope of 110 miles, can so nearly be found everything necessary to man's prosperity, health and happiness, ~~has~~ in the country tributary to this line.

